

REPORT OF AF AIRCRAFT ACCIDENT

Use this form in accordance with AF Reg. 62-14 and AF Manual 62-5, "Aircraft Accident Prevention-Investigation-Reporting." Fill in all spaces applicable. If additional space is needed, use additional sheet(s) and identify by proper section letter and subsection number.

56201 Section A—GENERAL INFORMATION

1. PLACE OF ACCIDENT: State, County, nearest town, distance and direction from nearest town. If accident occurred on airport, identify. Canada, New Brunswick, Four Falls, 2 miles at 50 degrees.			
2. DATE OF ACCIDENT 10 Jan 57	3. HOUR AND TIME ZONE (Local) 1244 EST	4. DAY DAWN NIGHT DUSK X	5. AIRFIELD OF LAST TAKEOFF Loring AFB, Me.
6. CLEARANCE: (Check all applicable) IFR <input checked="" type="checkbox"/> VFR <input type="checkbox"/> Local <input type="checkbox"/> DD Form 175 <input checked="" type="checkbox"/> Other <input type="checkbox"/> Cleared Direct <input type="checkbox"/> Cleared Via Airways <input type="checkbox"/> Cleared from: Loring AFB, Me. Cleared to: Loring AFB, Me.			
7. BASE SUBMITTING REPORT Loring AFB, Me.	8. DURATION OF FLIGHT 4:44	9. MISSION OF FLIGHT (Use DD Form 781-1) Pilot Proficiency	10. ALTITUDE of aircraft above terrain if collision, fire, airframe failure, bailout, spin, stall, spiral, occurred Est. 9000 feet
11. AIRFIELD DATA. FILL IN (a) OR (b) AS APPLICABLE. (For seaplanes landing on seadrome, fill in length of landing lanes and other data as applicable. Discuss in Section M.)			
(a) If accident occurred on airport: Length of runway in use _____ ft. Heading of runway in use _____ degrees Field elevation _____ ft. MSL Type of runway surface: (Check) Concrete _____ Asphalt _____ Other _____ (Specify) _____ Wet _____ Dry _____		(b) If accident occurred off airport: elevation at scene of acct. 970 ft. MSL Was aircraft taking off, approaching or maneuvering to land? Yes _____ No <input checked="" type="checkbox"/> If yes, state airport involved. Not applicable If no, state nearest airport suitable for landing this aircraft. Loring AFB, Me. For either airport mentioned in 11b above: State airport type (i. e., AF, A, N, CG, PC, P) AF MF 89-M Distance, airport to accident 11 miles. Heading of runway in use 01 degrees. Magnetic bearing, airport to accident 121 degrees. Airport elevation 745 ft. MSL	
12. LIST NUMBERS OF ALL OTHER AIRCRAFT INVOLVED: (File separate Form 14 for each aircraft) None			
13. VIOLATIONS: Yes _____ No <input checked="" type="checkbox"/> If yes, discuss in Section M.			

Section B—AIRCRAFT

1. AIRCRAFT NUMBER 55-082	2. TYPE, MODEL, SERIES AND BLOCK NUMBER B 52 D	3. ASSIGNMENT AND STATUS CODE at time of accident: CC (As specified in AFR 65-110)
4. ORGANIZATION POSSESSING AND REPORTING AIRCRAFT ON AF-110 REPORTS AT TIME OF ACCIDENT Major Command Subcommand or AF Air Division Wing Group Squadron or Unit Base SAC 8th AF 45th AD 42nd BW 70th BS Loring AFB, Me.		
5. IF AIRCRAFT WAS BEING FERRIED OR DELIVERED INDICATE: (Gaining and losing organizations, date of transfer, ultimate destination) Not applicable.		

1Lt Joe L. Church Section C—PILOT(S) INVOLVED (Flight Crew)

1. OPERATOR (Person at controls at time of accident)		GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
(b) (6)		1/Lt	USAF	(b) (6)	US	1929
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat <input checked="" type="checkbox"/> Rear or Right Seat _____		c. ASSIGNED DUTY ON FLIGHT ORDER AC _____ IP _____ P _____ CP <input checked="" type="checkbox"/> Other (Specify) _____				
d. ASSIGNED ORGANIZATION Major Command Subcommand or AF Air Division Wing Group Squadron or Unit Base SAC 8th AF 45th AD 42nd BW 70th BS Loring AFB, Me.						
e. ATTACHED ORGANIZATION FOR FLYING Major Command Subcommand or AF Air Division Wing Group Squadron or Unit Base N/A SAC N/A 8 N/A N/A N/A N/A N/A MF 89						
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED Pilot 13 Sep 52		g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED Pilot 13 Sep 52		h. INSTRUMENT CARD Type White Date of expiration 19 Feb 57		i. AFSC Primary 1231 D Duty CoPilot
2. OTHER PILOT		GRADE	COMPONENT	SERVICE NUMBER	NATIONALITY	YR. OF BIRTH
a. LAST NAME (Jr., II, etc.) FIRST NAME MIDDLE NAME Davidson, William Carlisle		Capt	USAFR	(b) (6)	US	1917
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT Front or Left Seat _____ Rear or Right Seat <input checked="" type="checkbox"/> Other _____		c. ASSIGNED DUTY ON FLIGHT ORDER AC _____ IP <input checked="" type="checkbox"/> P _____ CP _____ Other (Specify) _____				
d. ASSIGNED ORGANIZATION Major Command Subcommand or AF Air Division Wing Group Squadron or Unit Base SAC 8th AF 45th AD 42nd BW 75th BS Loring AFB, Me.						
e. ATTACHED ORGANIZATION FOR FLYING Major Command Subcommand or AF Air Division Wing Group Squadron or Unit Base N/A N/A N/A N/A N/A N/A N/A						
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED Pilot 16 Feb 43		g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED Sr Pilot 8 Mar 50		h. INSTRUMENT CARD Type Green Date of expiration 7 Mar 57		i. AFSC Primary 1234D Duty Instructor

NOTE: IF MORE THAN TWO PILOTS ARE INVOLVED (FLIGHT CREW) REPORT SAME INFORMATION REQUIRED IN SECTION C2 ON ADDITIONAL SHEET FOR EACH.

Section D—FLYING EXPERIENCE OF PILOT(S) INVOLVED

1. WAS OPERATOR ON INSTRUMENTS AT TIME OF ACCIDENT OR IMMEDIATELY BEFORE: Yes ☒ No ☐ Unknown ☐

If "Yes," check one

Weather ☐ Hood ☐

ASSIGNED DUTY ON FLIGHT ORDER

NOTE: List all time to the nearest hour

	PILOT (Last Name)	CO-PILOT (Last Name)	INSTR. PILOT (Last Name)	AIRCRAFT CMDR. (Last Name)	STUDENT PILOT (Last Name)
	Meyers	McCune	Davidson	Jenkins	(b) (6)
2. Total flying hours (including AF time, student time, and other accredited time)	3467:30	2183:55	5853:05	7867:05	1322:45
3. Total rated 1st pilot and instructor pilot hours, all aircraft	2166:20	1002:45	4970:40	5944:20	408:25
4. Total weather instrument hours	129:45	85:30	370:35	563:20	166:20
5. Total 1st pilot and instructor pilot hours this model (F-86, B-50, C-119, etc.)	84:45	22:45	231:45	66:40	23:05
6. Total other (Command, a/c cmdr, co-pilot, radar control pilot) hours this model	22:45	61:30	29:50	46:05	68:35
7. Total 1st pilot and instructor pilot hours this model and series (F-84F, F-86D, etc.)	4:45	0	4:45	4:45	4:45
8. Total other (Command, a/c cmdr, co-pilot, radar control pilot) hrs this model and series	0	2:15	0	9:00	6:45
9. Total pilot hours last 90 days	81:00	47:30	153:40	69:55	60:40
10. Total 1st pilot and instructor pilot hours last 90 days	52:05	16:55	149:45	37:45	16:30
11. Total pilot hours (night) last 90 days	19:50	10:35	47:15	13:25	23:45
12. Total pilot hours, weather and hood, last 90 days	12:00	12:55	27:15	15:05	9:45
13. Date and duration of last previous flight this model	4 Jan 57 7-10	4 Jan 57 7-10	20 Dec 56 10-35	12 Dec 56 10-30	12 Dec 56 10-30
14. Date and duration of last previous flight this model and series					

15. INSTRUCTIONS: Attach a copy of AF Form 5 for pilot(s) involved for the previous calendar month, and for month in which the accident occurred, to include the flight on which the accident took place.

Section E—PERSONNEL INVOLVED

(Including operator and all other persons, whether in plane or not)

Duty at time of accident	Name (Last name first, Grade, Serial Number and Component or Service)	Type Aero Rating (3)	ORGANIZATIONAL ASSIGNMENT Command, Subcommand, Group Number and Type, Base (4)	Injury Class. (or missing) (5)	Parachute Used		Ejection Seat Used	
					Yes (6)	No (7)	Yes (8)	No (9)
P (b) (6)	L/Lt (b) (6)	P	SAC, 8AF, 42nd B.W., Loring	3	X	G	X	B
IP (b) (6)	Davidson, Wm. G. Capt.	SP	" " " " "	4		X	X	
AC (b) (6)	Jenkins, Richard A., Capt.	SP	" " " " "	4		X	X	
CP (b) (6)	Myers, Marquid H.D., Capt.	SP	" " " " "	4		X	X	
X (b) (6)	McCune, John E. Capt.	P	" " " " "	4		X	X	
N (b) (6)	Cole, Chas. S. 1/Lt.	N	" " " " "	4		X	X	
VO (b) (6)	Larson, Anders P. 1/Lt	SOBS	" " " " "	4	M	X	X	A
JO (b) (6)	Thomas, Walter A., Jr. 1/Lt	AO	" " " " "	4	X	D	X	B
G (b) (6)	Miller, Ray A. T/Sgt AFL345925 G		" " " " "	4		X	X	

NOTE: If additional space is required to list all personnel involved, attach additional sheet.

Section F—WEATHER

(At time and place of accident)

Ceiling	Visibility	Wind Direction and Velocity	Temperature	Dew Point	Alt. Setting	Other Weather Conditions
9000	17 mi.	350/13K	1.0 F	-4.6	29.84	Not applicable

If weather, including wind conditions, was a factor in the accident, attach statement of weather officer.

Section G—ENGINEERING DATA

1. Damages: (Check one) Destroyed <input checked="" type="checkbox"/> Substantial <input type="checkbox"/> Minor <input type="checkbox"/> None <input type="checkbox"/>	2. Was aircraft damaged beyond economical repair? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
3. Estimated number of direct hours for repair, if applicable <input checked="" type="checkbox"/> N/A	Cost of damage to aircraft \$8,857,780
4. Fire before accident <input type="checkbox"/> Fire after accident <input checked="" type="checkbox"/> Fire did not occur <input type="checkbox"/>	Did explosion occur? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
5. How many T.O.s not complied with at time of accident? 6	(List T.O. numbers and titles on separate sheet) See Index
7. Has your Base previously submitted a UR on any factor involved in this accident? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
8. Is a UR being submitted as a result of this accident? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> (If "Yes" attach copy) UR number 42 BW-57-85	
9. Is TOR requested? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Attach copy of request	

Section H—DAMAGE

DESCRIBE BRIEFLY EXTENT OF DAMAGE TO AIRCRAFT AND ANY PROPERTY DAMAGE INCURRED.

Aircraft completely destroyed by disintegration, explosion and fire damage to forestation. Extent of property damage 100-500 dollars. (See Index)

D-6,663,300

Section I—PHASE OF OPERATION (Check only ONE)		Section J—ACCIDENT TYPE		Section K—CONDITIONS AFFECTING ACCIDENT
ENGINES RUNNING—NOT TAXIING	P	S	Check one accident type as "Primary." Check all others applicable as "Secondary."	(Check all applicable)
Pre-flight			Ground or water loop	Immediate forced landing
Post flight			Wing-tip landing	Precautionary landing
Other			Wheels-up landing	Fuel exhaustion or starvation
TAXIING			Hard landing	Engine stoppage or flameout
To takeoff			Collapse or retraction of gear	Lost or inaccurate navigation
From landing			Undershoot	Pertinent T.O.s not complied with
Within other area			Overshoot	Simulated emergency (Unusual Attitudes)
TAKEOFF			Nose-up or nose-over	Ditching (intentional and controlled)
Run			Collision with other aircraft	Accidents in water (other than ditching)
Climb			Collision with ground or water	Explosive decompression
Discontinued (aborted takeoff)			Collisions—Other	Intentional damage to avoid greater hazard
IN FLIGHT			Spin	GCA, ILAS or range approach used
Normal flight			Stall	Exceeded mach or near mach
Acrobatics			Fire and/or explosion on ground	Compressibility
Formation tactics		X	Fire and/or explosion in the air	Gear failed to extend
X Other maneuvers (Unusual Attitudes)		X	Airframe failure in flight	Prop reversal
LANDING			Abandoned aircraft	Uncontrollable porpoising in flight
Approach			Prop or jet-blast	Struck arresting barrier
Flare-out			Equipment loss in flight	Touch and go
Roll			Other (indicate)	X Other (indicate) Exceeded structural limits during attempted recovery.
GO-AROUND			Undetermined	
OTHER (indicate)				

Section L—CAUSE FACTOR ANALYSIS

(See AFM 62-5 for definitions)

P	C	Check one primary cause factor (P), and those contributory cause factors (C) that may be applicable. NOTE: Contributory cause factors may appear in same major category as primary cause, i. e., both primary and contributory cause factors may be "Operator error."
(b) (5)	OPERATOR ERROR	Incorrect operation of the aircraft or its systems; improper technique; inadequate flight preparation; improper procedures; faulty judgment, etc., by person(s) at controls of aircraft at time of accident.
	CREWMEMBER ERROR	Error committed by any member of the flight crew except operator(s).
	SUPERVISORY ERROR	Inadequate exercise of command; inadequate supervision of aircrews, operations, maintenance and other functions supporting flying operations; inadequate supervision of training, etc. (Incl. IP's & AC's)
	MAINTENANCE ERROR	Improper repair, service, inspection or installation of aircraft components, parts or systems; inadequate or improper compliance with established maintenance procedures.
	OTHER PERSONNEL ERRORS	Errors committed by other than aircrew, supervisory or maintenance personnel. Includes GCA, Weather, Tower, Communications, Installations and any other supporting personnel, etc.
	MATÉRIEL FAILURE	Failure or malfunction of the airframe, engine or any other system, component or accessory of the aircraft, etc.
	AIR BASE OR AIRWAYS	Any malfunction, inadequacy or absence of air base and/or airways equipment or facilities, including deficiencies and hazards of runways, taxiways, aprons, overruns, clear zones, etc.
	WEATHER CONDITIONS	Reduced visibility, icing, turbulence, thunderstorms, surface wind, winds aloft, low ceiling, etc.
	MISCELLANEOUS CONDITIONS	Bird strikes, struck tow target, chock, ricochets, hypoxia, vertigo, fatigue, etc.
	UNDETERMINED	(b) (5)

Present detailed description of acts, events, or conditions considered to be primary or contributory cause factors (separate paragraph for each) in FINDINGS portion of Narrative Description of Accident required by Section M.

Section M—INSTRUCTIONS FOR COMPLETING NARRATIVE DESCRIPTION OF ACCIDENT

THE "NARRATIVE DESCRIPTION" WILL INCLUDE THE FOLLOWING INFORMATION—PREPARED ON SEPARATE SHEETS OF PAPER AND ATTACHED TO THE AF FORM 14.

1. HISTORY OF FLIGHT (See AFM 62-5)

A concise narrative of all established facts and circumstances in chronological order of the flight from takeoff to termination will be presented; i.e., date, time and point of departure, type of clearance, mission, destination, hours of fuel, ETE, position reports, weather, etc.

2. INVESTIGATION AND ANALYSIS (See AFM 62-5)

This section will vary in content according to the complexity of the accident and the extent of the investigation. Depending upon the nature of the accident, separate paragraphs should describe the examination, analysis and findings of any or all of the following: aircraft engines; airframe and structures; control system; electrical system; hydraulic system; flight instruments; navigational aids and air base facilities; adequacy of command and staff supervision of flying operations and training; adequacy of maintenance procedures, inspection and training; unit directives and SOPs, and any other factors pertinent to the accident. List and discuss any violations.

3. FINDINGS (See AFM 62-5 for details of presentation)

This section will list the significant factual determinations resulting from investigation of the accident. Separate paragraphs will be used to enumerate the following: primary cause of the accident; each contributing cause factor of the accident; various deficiencies or inadequacies of equipment, procedures, operations, maintenance, supervision, facilities, etc., which although not direct contributing factors to this accident, are hazards to safety of flight; various considerations not classed as contributory causes of the accident but implementation or installation of which would have decreased or minimized the probability of the accident having occurred.

4. RECOMMENDATIONS (See AFM 62-5 for details of presentation)

This section will contain, in concise and direct statements, a listing of the remedial or corrective actions which, in the opinion of the investigating officer or board, will prevent recurrence of similar type accidents and eliminate the deficiencies cited in "Findings" of the investigation.

RECORDER'S CHECKLIST FOR ATTACHMENTS TO THE AF FORM 14

(See AFM 62-5 for desired sequence of AF Form 14 series and attachments)

THE FOLLOWING WILL BE ATTACHED TO ALL REPORTS OF MAJOR AIRCRAFT ACCIDENTS (AF FORM 14)		THE FOLLOWING WILL BE ATTACHED TO REPORTS OF MAJOR ACCIDENTS WHEN APPLICABLE	
1.	<input checked="" type="checkbox"/> Narrative description of Accident (Section M)	14.	Board proceedings
2.	AF Form 14A	15.	<input checked="" type="checkbox"/> Statement of control tower operator(s)
3.	AF Form 14B	16.	Statement of runway control officer
4.	<input checked="" type="checkbox"/> AF Form 5; Pilot(s) involved (See Sec. D, Item 15)	17.	Statement of weather forecaster
5.	<input checked="" type="checkbox"/> Statements of crew members and witnesses (when available)	18.	Statements of rebuttal or statements declining the opportunity
6.	<input checked="" type="checkbox"/> List of Technical Orders not complied with (See Section G, Item 6)	19.	Transcripts of communications recordings
7.	<input checked="" type="checkbox"/> DD Form 175 or AF Form 113 (Clearance)	20.	<input checked="" type="checkbox"/> Statement of damage to private property
8.	DD Form 781-1	21.	<input checked="" type="checkbox"/> Map showing geographical location of accident
9.	DD Form 781-2	22.	<input checked="" type="checkbox"/> DD 365F (Form F)
10.	<input checked="" type="checkbox"/> Diagram of scene of accident	23.	AF Form 14C
11.	Photographs (identified)	24.	AF Form 14D
12.	Index to AF Form 14 attachments	25.	AF Form 14E
13.	NOTE: Determine Security classification of reports (if applicable)	26.	AF Form 14F
		27.	<input checked="" type="checkbox"/> AF TO 29 (Unsatisfactory Report)
		28.	If aircraft being transferred, ferried, etc., attach copies of co-ordination messages showing gaining and losing organizations

Section N—AUTHENTICATION

(b) (6)
GRADE)

(b) (6)

WOODROW P. SWANCIW, COLONEL, USAF

Maintenance Officer

(b) (6)

(b) (6)

(b) (6)

Member (b) (6)

(b) (6)

Lt. Colonel, USAF

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

Major, USAF

VANCE H. MARCHBANKS, JR., COL., USAF (MC)

(b) (6)

(b) (6)

(b) (6)

(b) (6)

Major, USAF

Capt., USAF

SECTION M, AF FORM 14

I. HISTORY OF FLIGHT:

On 10 January 1957, B-52D serial number 55-082 disintegrated in flight and fell to the ground eleven miles southeast of Loring Air Force Base, Maine at approximately 12:44 hours EST.

The aircraft had been airborne for approximately four hours and thirty minutes on a routine Standardization Board check flight when the co-pilot of one of the two pilot teams aboard took position in the left seat for demonstration of his instrument proficiency to the Standardization Board pilot occupying the right seat.

After demonstrating his instrument proficiency in turns at an altitude of approximately thirty to thirty-one thousand feet, (b) (5)

(b) (5)

The co-pilot who was occupying the left seat survived the accident with major injuries. His ejection seat was torn from the floor and separated from the nose section during aircraft in flight disintegration. He had made no attempt to effect normal ejection. The other eight occupants of the aircraft were fatally injured.

II. INVESTIGATION AND ANALYSIS:

(b) (5)

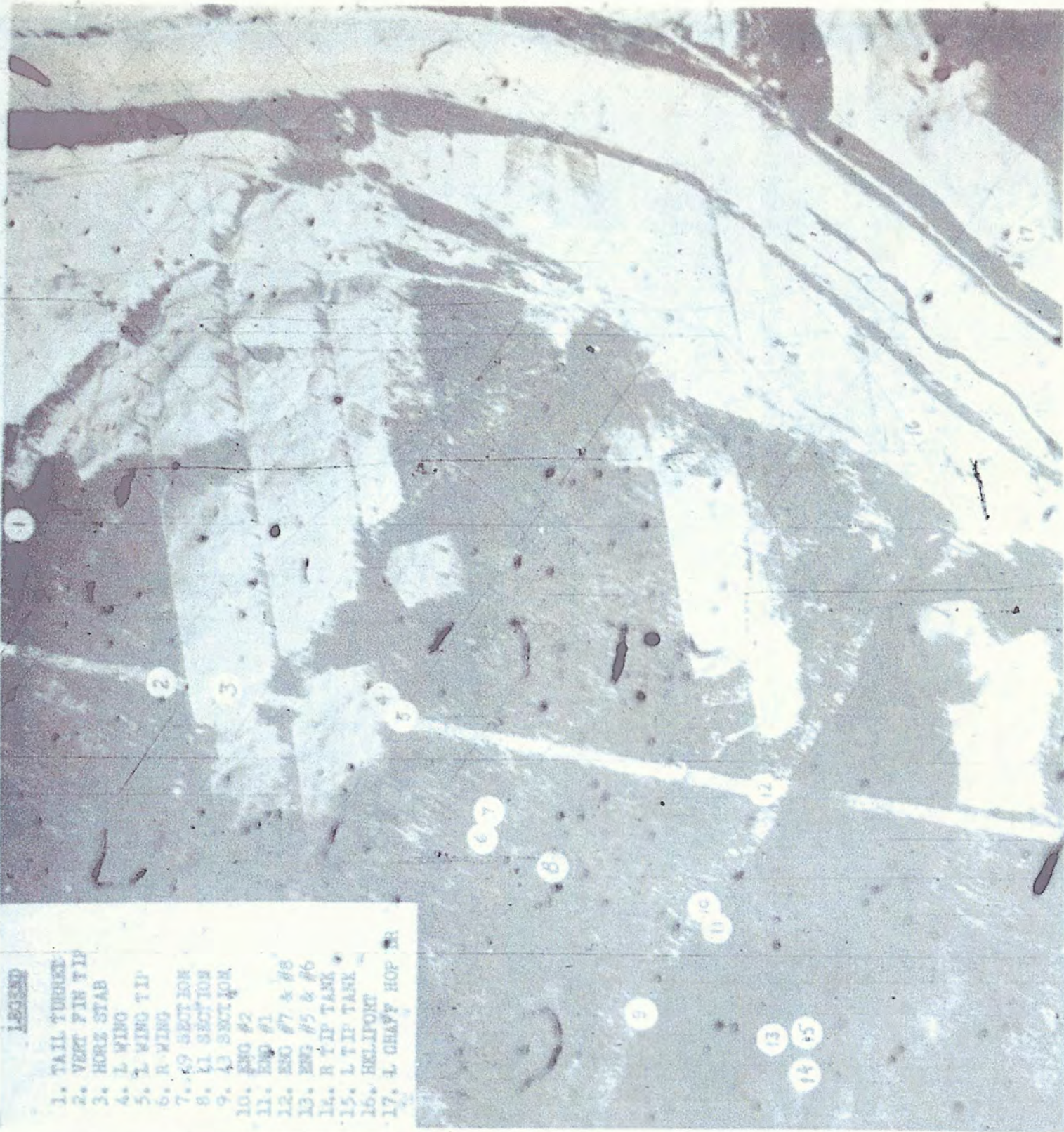
(b) (5)

III. FINDINGS:

1. The primary cause of the accident was an attempted recovery from an unusual attitude which resulted in exceeding the structural limits of the aircraft.
2. Failure of the horizontal stabilizer occurred during recovery from a near vertical dive which resulted in subsequent disintegration of the aircraft.
3. There was no evidence of structural or material deficiency in the airplane structure.
4. All crew members were qualified in accordance with current SAC directives to perform this mission.
5. There were no violations of existing directives.
6. It is probable that Lt. (b) (6) misinterpreted the presentation of the MM-1 attitude indicator.
7. The instructor pilot in the co-pilot's seat was unable to actuate the electrical alarm system from his position.
8. There is inadequate discussion in the Flight Handbook on recovery techniques from unusual aircraft attitudes.
9. The tail gunner jettisoned the tail turret at sufficient altitude to have effected an escape; however, for undetermined reasons it was not accomplished.
10. Crew members did not receive bail out warning and with the exception of the tail gunner made no attempt to escape until too late to accomplish safely.
11. The failure of the ECM operator to fasten his seat belt caused him to be prematurely expelled through the open escape hatch.
12. Crew members in excess of the number of ejection seats had no opportunity to escape.
13. There is no fail safe provision within the lateral control system.
14. The possibility exists that the stabilizer screw loads became higher than the maximum operating capability of the stabilizer actuating system.

LEGEND

1. TAIL TURNER
2. VERT FIN TIP
3. HORIZ STAB
4. L WING
5. L WING TIP
6. R WING
7. R WING SECTION
8. L1 SECTION
9. L3 SECTION
10. ENG #2
11. ENG #1
12. ENG #7 & #8
13. ENG #5 & #6
14. R TIP TANK
15. L TIP TANK
16. HELIPORT
17. L CHAFF HOP TR





3 G LAPB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
N.B. LOOKING FORWARD SECTION 4 BREAK



5 G LAPB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
01-5 SECTION 4 CENTER WING (11)



2 G LAPB 10 JAN 57 CRASH B-52 #5082
NOSE SECTION



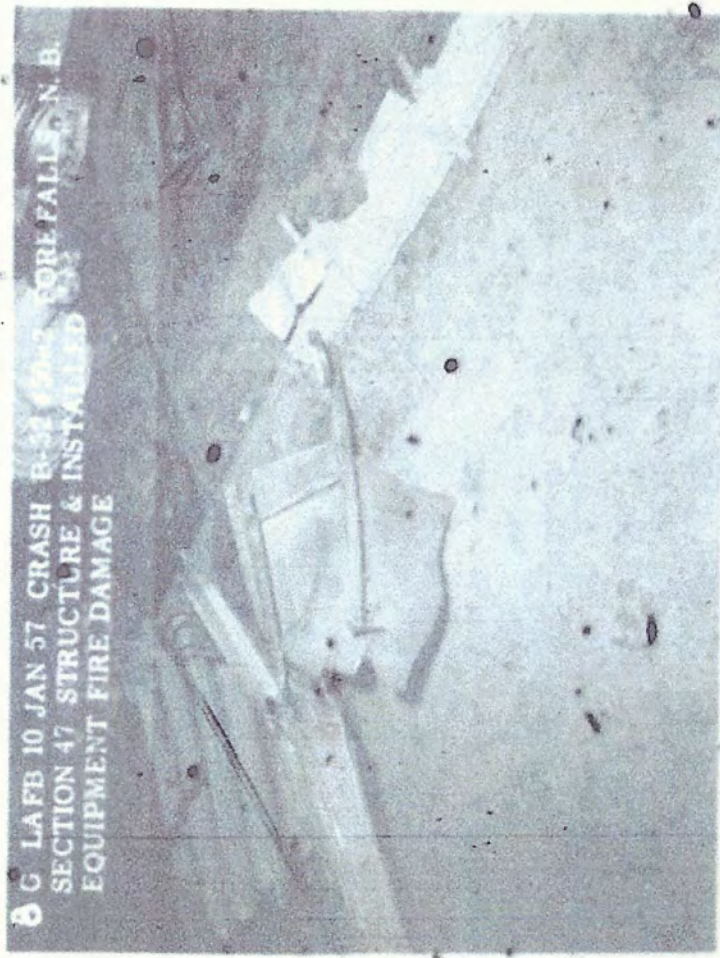
4 G LAPB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
01-4 SECTION 43



6 G LAFB 10 JAN 57 CRASH B-52 43-002 FOREFALLS N.B.
SECTION 47 FORWARD HULL



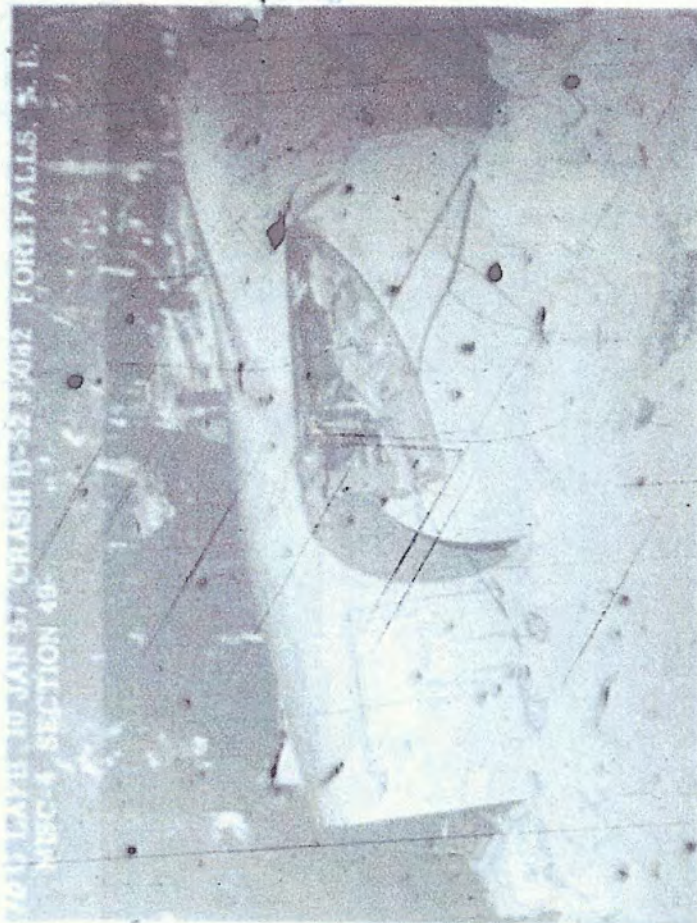
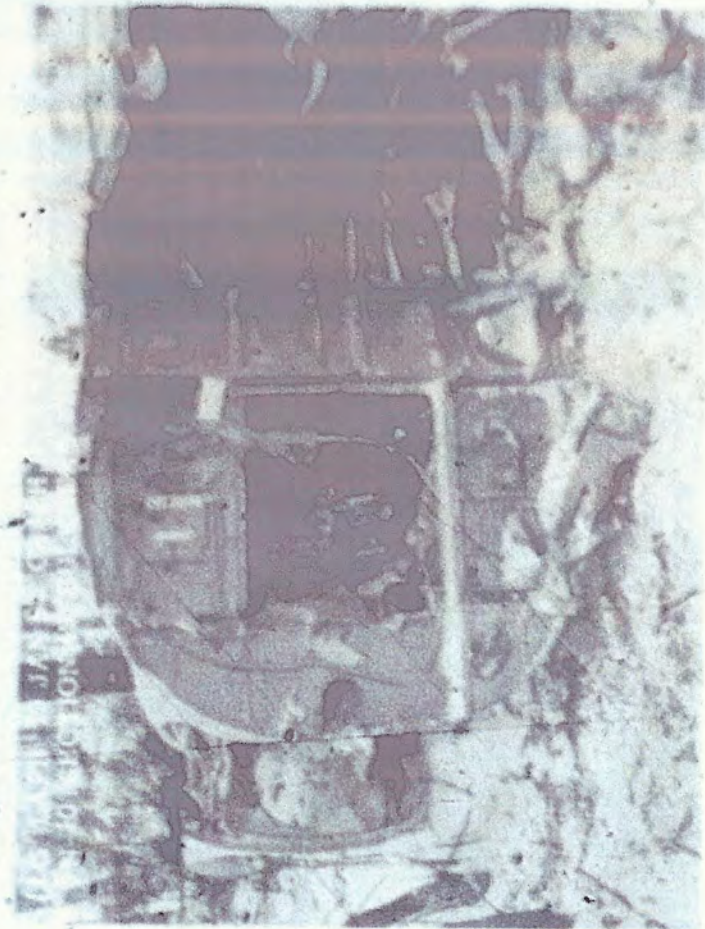
7 G LAFB 10 JAN 57 CRASH B-52 43-002 FOREFALLS N.B.
SECTION 48 FIRE DAMAGE FORWARD

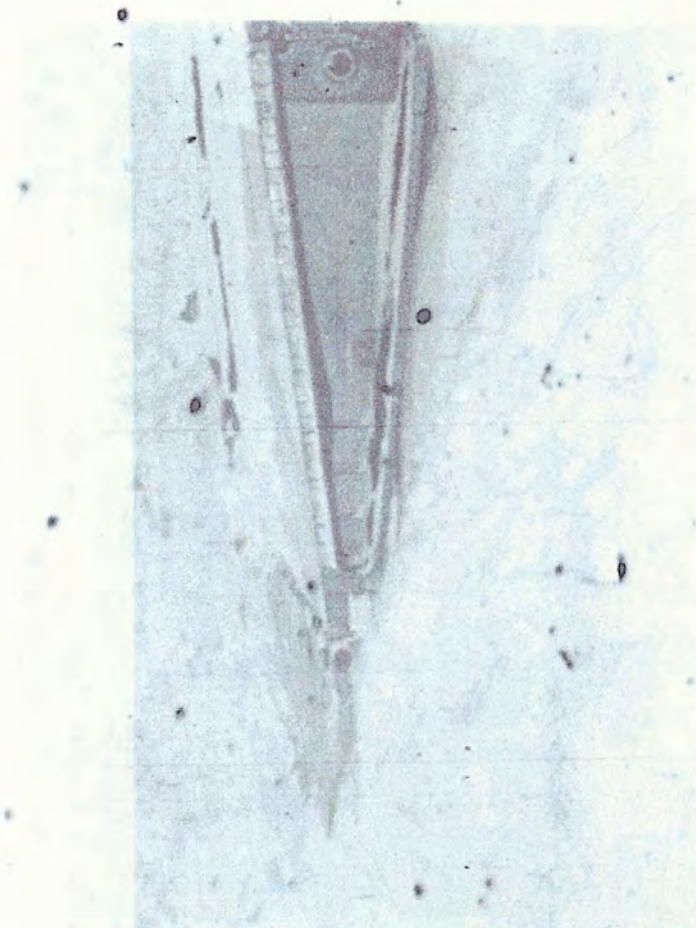
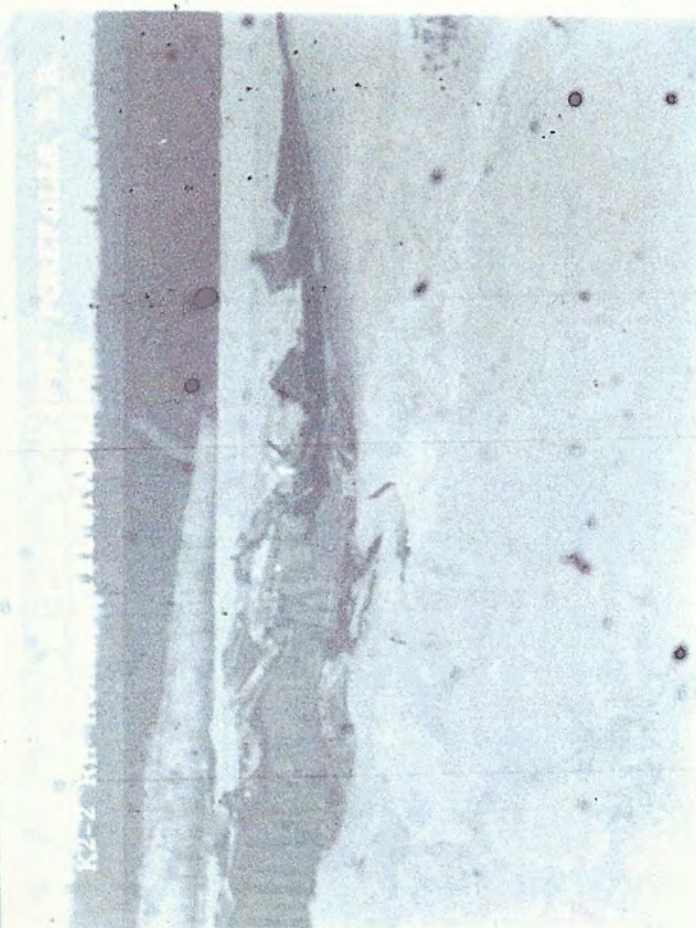


8 G LAFB 10 JAN 57 CRASH B-52 43-002 FOREFALLS N.B.
SECTION 47 STRUCTURE & INSTALLED EQUIPMENT FIRE DAMAGE



9 G LAFB 10 JAN 57 CRASH B-52 43-002 FOREFALLS N.B.
SECTION 47 STRUCTURE & INSTALLED EQUIPMENT FIRE DAMAGE







19 G LAFB 10 JAN 57 CRASH P-52 #5087 FOREFALLS, N.B.
#525 BOTTOM B WING



19 G LAFB 10 JAN 57 CRASH B-52 #5081 FOREFALLS, N.B.
N11-8 RT. OUTBOARD WING SEP PT.



19 G LAFB 10 JAN 57 CRASH P-52 #5082 FOREFALLS, N.B.
RIGHT WING & FLAP LOWER
CHINA TIRE DAMAGE



21 G LAFB 10 JAN 57 CRASH B-52 #5083 FOREFALLS, N.B.
N2-3 #3 POD STAY

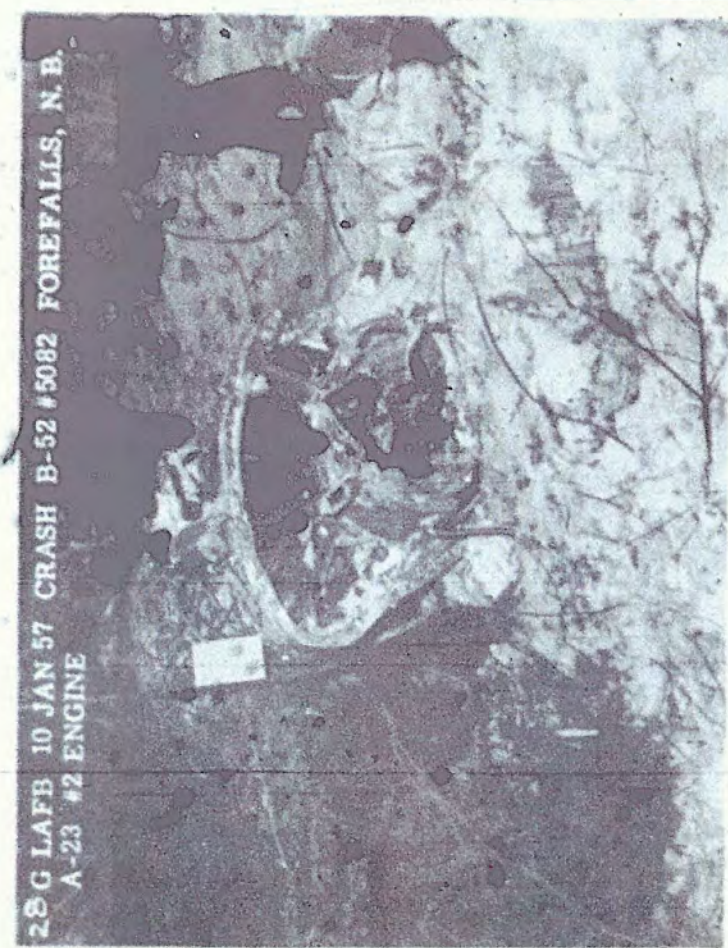




26G LAFB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
A-13 #1 ENGINE



27G LAFB 10 JAN 57
A-14 #1 ENGINE



28G LAFB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
A-23 #2 ENGINE



29G LAFB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
A-24 #2 ENGINE



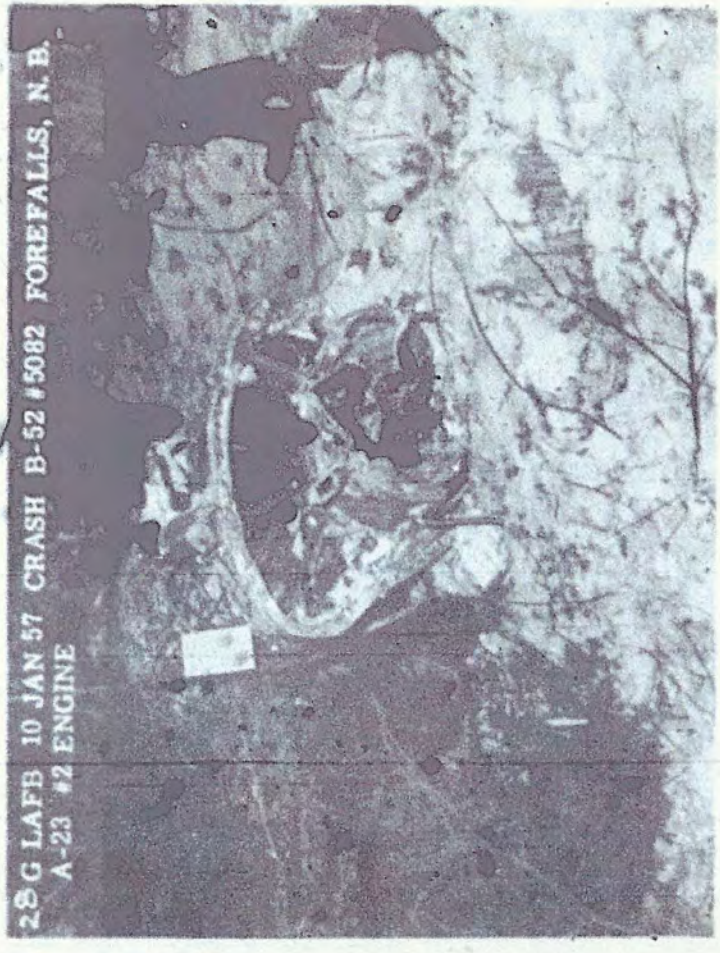
27G LAFB 10 JAN 57
A-14 #2 ENGINE



29G LAFB 10 JAN 57 CRASH B-52 #5082 FORE FALLS N.B.
A-24 #2 ENGINE



26G LAFB 10 JAN 57 CRASH B-52 #5082 FORE FALLS N.B.
A-13 #1 ENGINE



28G LAFB 10 JAN 57 CRASH B-52 #5082 FORE FALLS, N.B.
A-23 #2 ENGINE



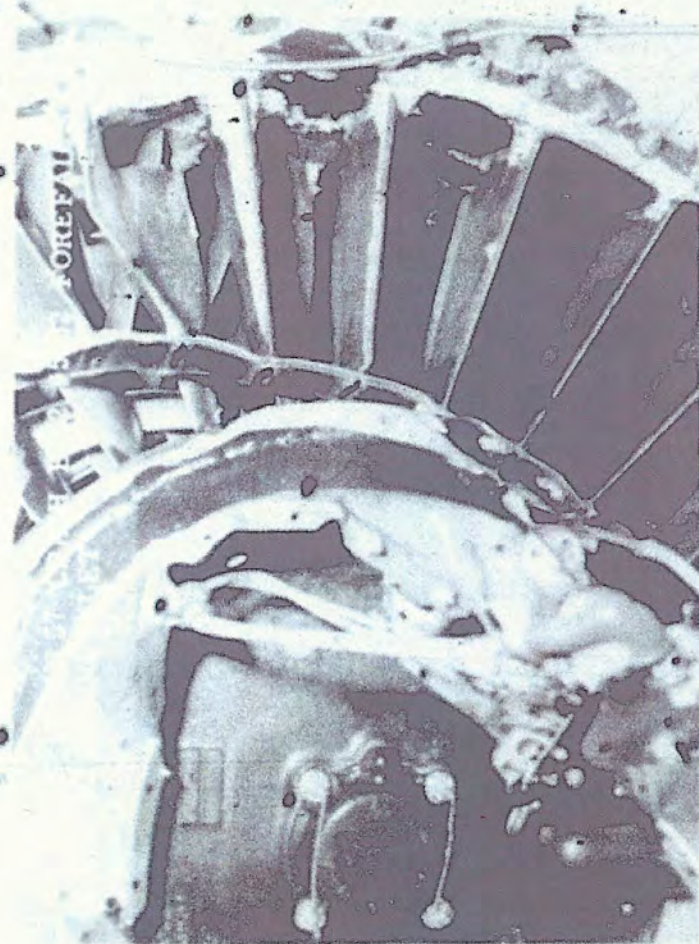
35G LAFB 10 JAN 57 CRASH B-52 #5077 FOR FALLS, N.B.
A-25 #2 ENGINE



35G LAFB 10 JAN 57 CRASH B-52 #5077 FOR FALLS, N.B.
A-11 #2 POD STRUCT



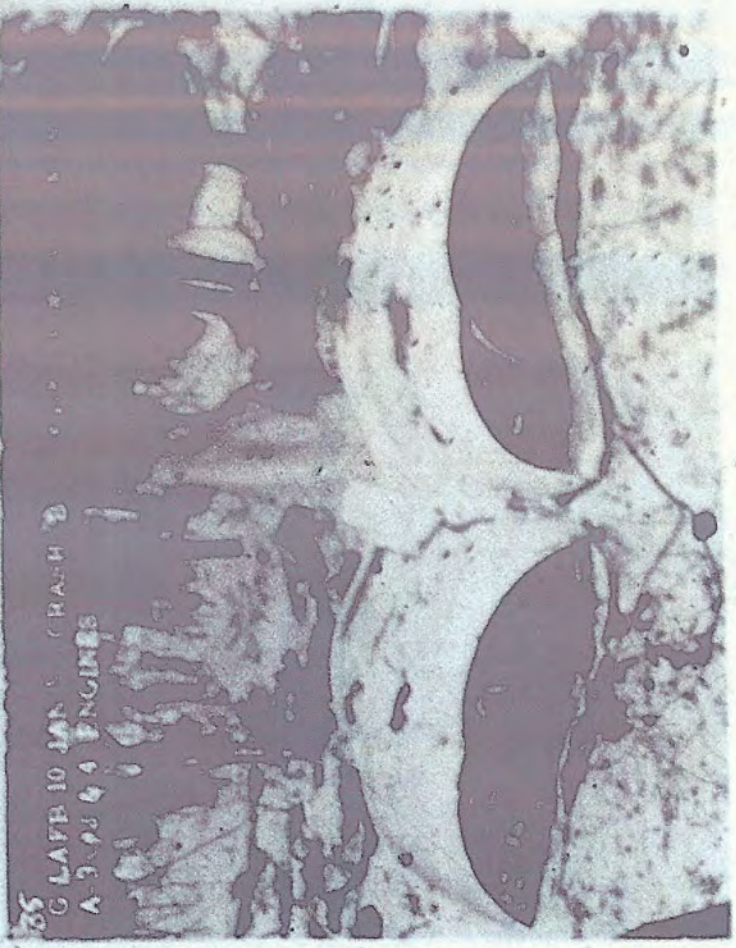
35G LAFB 10 JAN 57 CRASH B-52 #5077 FOR FALLS, N.B.
A-25 #2 ENGINE



35G LAFB 10 JAN 57 CRASH B-52 #5077 FOR FALLS, N.B.
A-11 #2 POD STRUCT



34G LAFB 10 JAN 57 CRASH 11 1424h-25 11
 BOTTOM IN 30 ARD 11 1424h-25 11



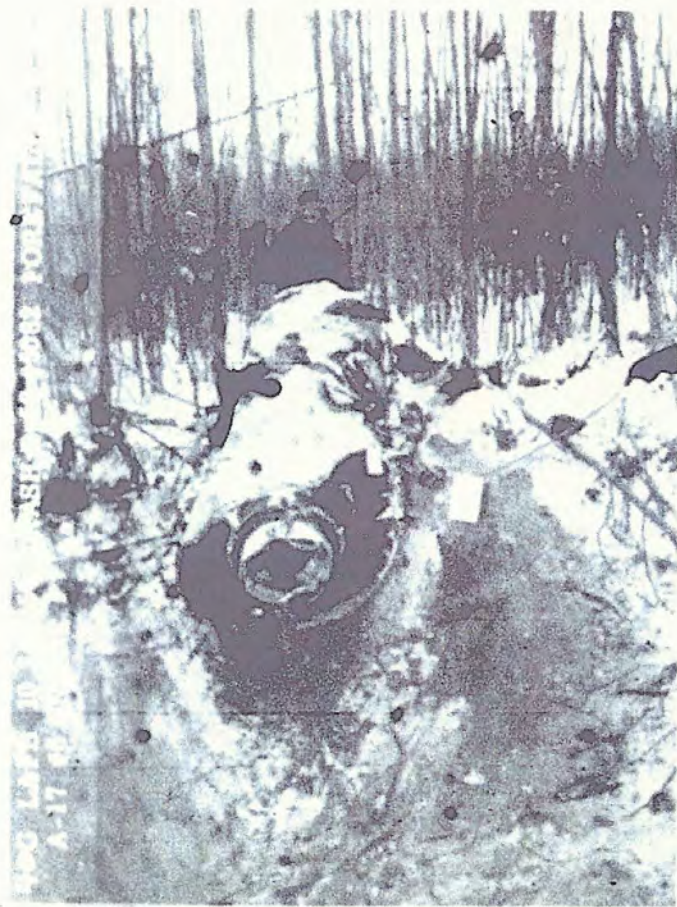
35G LAFB 10 JAN 57 CRASH 11 1424h-25 11
 A-12 #3 & 4 ENGINES



36G LAFB 10 JAN 57 CRASH 11 1424h-25 11
 A-12 #3 & 4 ENGINES



37G LAFB 10 JAN 57 CRASH 11 1424h-25 11
 A-10 #3 & 4 ENGINES

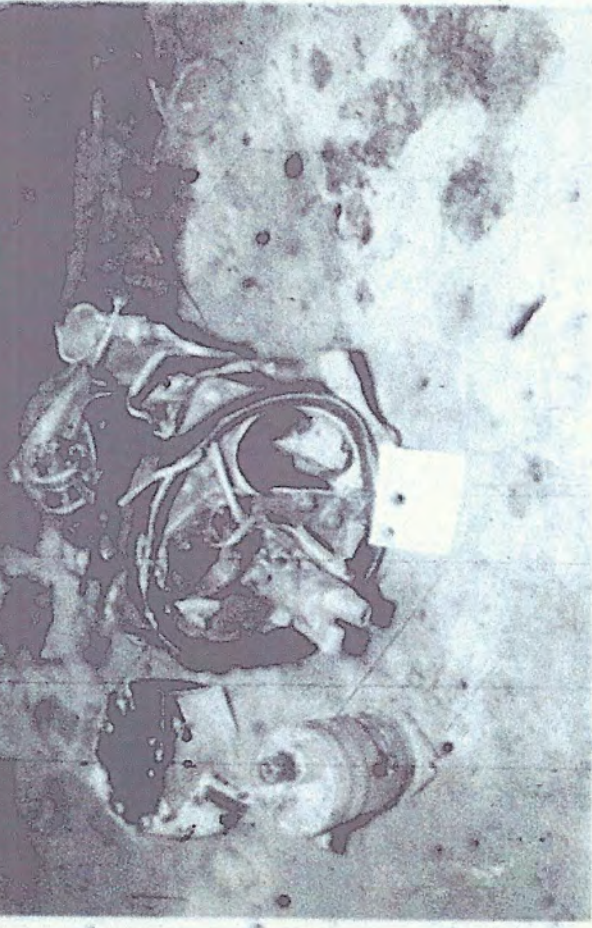








54-G LAFB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
TAB # 10 HYDRAULIC PACK #2



55-G LAFB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
TAB #7 HYDRAULIC PACK #3



56-G LAFB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
TAB #8 HYDRAULIC PACK #3



57-G LAFB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
TAB #1 HYDRAULIC PACK #3



58G LAFB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
TAB #3 HYDRAULIC PACK #4



59G LAFB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
TAB #3 HYDRAULIC PACK #5



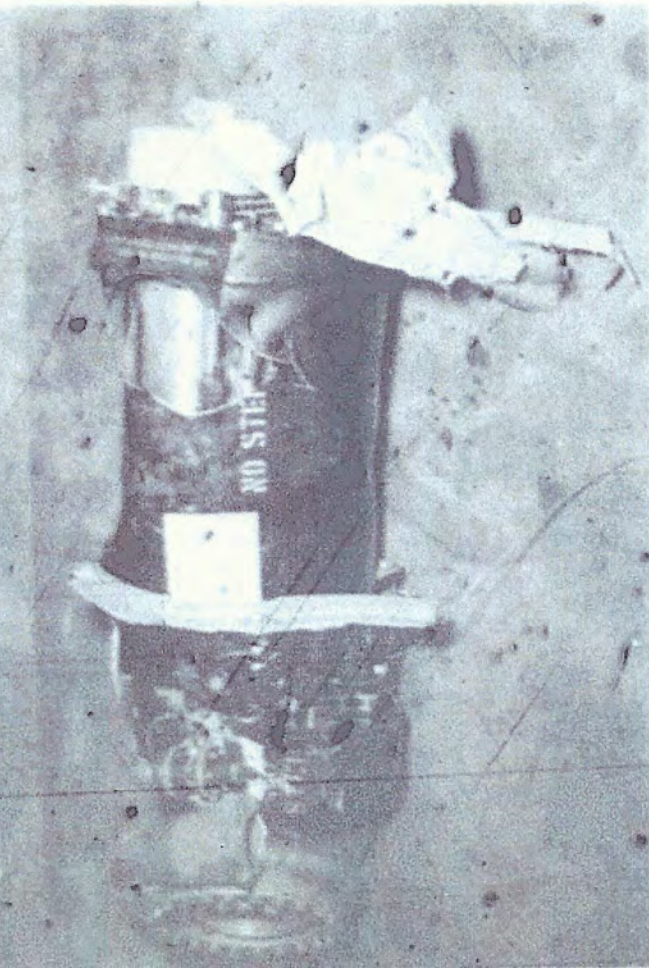
60G LAFB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
TAB #4 HYDRAULIC PACK #5



61G LAFB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
TAB #4 HYDRAULIC PACK #6



62G LAFB 10 JAN 57 CRASH B-52 #5053 FOREFALLS, N.B.
TAB #8 HYDRAULIC PACK #1



63G LAFB 10 JAN 57 CRASH B-52 #5052 FOREFALLS, N.B.
TAB #13 HYDRAULIC PACK #8



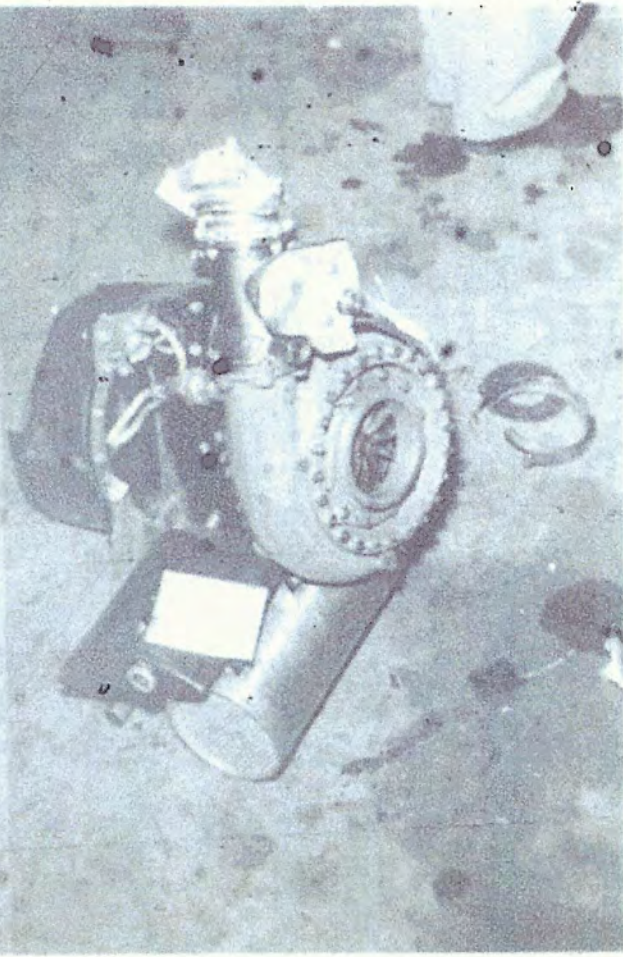
64G LAFB 10 JAN 57 CRASH B-52 #5052 FOREFALLS, N.B.
TAB #9 HYDRAULIC PACK #9



65G LAFB 10 JAN 57 CRASH B-52 #5053 FOREFALLS, N.B.
TAB #15 HYDRAULIC PACK #4



66 G LAFB 10 JAN 57 CRASH B-52 #5083 FOREFALLS, N.B.
TAB #11 HYDRAULIC PACE #9



67 G LAFB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
TAB #5 HYDRAULIC PACE #19



68 G LAFB 10 JAN 57 CRASH B-52 #5084 FOREFALLS, N.B.
TAB #6 HYDRAULIC PACE #10



69 G LAFB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
TAB #8 HYDRAULIC PACE - POS #2 - S/N 57679







75G LAFB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
1 ALTERNATE DRIVE ASSY. RHP - 398



75G LAFB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
1 ALTERNATE DRIVE ASSY. RHP - 398



75G LAFB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
1 ALTERNATE DRIVE ASSY. RHP - 398



75G LAFB 10 JAN 57 CRASH B-52 #5082 FOREFALLS, N.B.
1 ALTERNATE DRIVE ASSY. RHP - 398